The Gatwick Green Consortium
Response to draft Gatwick Master Plan consultation
Introduction

The document sets out the response of the Gatwick Green Consortium to the draft Gatwick Airport master plan which was published for consultation on 13th October 2011.

The document gives details of the Gatwick Green Consortium and explains the Gatwick Green development concept.

It continues with a detailed commentary on the contents of the draft master plan and finally explains how well Gatwick Green is aligned with the draft master plan and relevant regional economic policy objectives.

Key points

Gatwick Green accords with both the airport master plan and regional economic policy objectives.

It will bring a global business focus to the Gatwick Diamond area, adding to rather than competing with existing commercial space.

This world class close-to-airport business environment, attuned to the growing knowledge economy, will attract and retain high value international employers and their suppliers to the area, whose operations cannot be met by existing or planned provision.

We are confident that, although Gatwick has no current plans to implement the safeguarding proposals in the master plan, the alignment and alignment of the Gatwick Green proposals to the draft master plan and regional economic policy objectives is such that, should the Government pursue the safeguarding proposals, the Gatwick Green proposals provide a complementary and complementary development opportunity.

We note that, although Gatwick has no current plans to implement the safeguarding proposals in the master plan, the alignment and alignment of the Gatwick Green proposals to the draft master plan and regional economic policy objectives is such that, should the Government pursue the safeguarding proposals, the Gatwick Green proposals provide a complementary and complementary development opportunity.

The Gatwick Green Consortium


The Crown Estate is responsible for managing the property portfolio of the Monarchy and all surpluses generated by the Estate are remitted to HM Treasury; this surplus amounted to £230m in the year to 31st March 2011. It has a property portfolio valued at £7 billion and owns assets as diverse as most of Regent Street in London and a number of offshore wind farms. PruPIM is the property investment and management division of Prudential. It is one of the largest and most experienced real estate investment managers in the UK and has assets under management of some £16 billion. The Wilky Group is a long established Home Counties private property company with extensive property development expertise and its own substantial property investment portfolio.

Between them, the Consortium members own or control a significant area of land strategically located between Gatwick Airport and the M23 motorway, at the gateway to the airport. The Consortium plans to develop a world-class business and innovation campus on this land, with provision for Higher & Further Education, conferencing & exhibition space supported by hotel accommodation, dedicated health and well-being facilities, as well as a limited amount of leisure and other facilities for the local area. The core of the project is the delivery of office accommodation of the highest quality for major international companies, together with innovation space which is aimed more at local business generation and nurturing.

The initial phase of this development will occupy 35 hectares of mainly low-grade grazing land to the south of the M23 spur road, as shown above. Consequently, we are signposting important the safeguarding proposals in the Master Plan and are in regular consultation with major stakeholders in the region.
Commentary on the draft Gatwick Airport master plan

The master plan routes feedback on a range of specific questions and the format for this commentary is based on answering these questions.

Do you have any comments on the environment and planning principles outlined in Chapter 3?

We have no comments to make on this Chapter, other than to observe that the proposed general development of the airport in the near term would need to be in line with the master plan and the Fastway bus service.

Do you believe the surface access arrangements outlined in Chapter 7 are adequate to support Gatwick's growth?

We agree with your surface access proposals. The proposals currently include separate rail and road access improvements for the airport of part of the existing road system. The proposals are also based on maximising the use of sustainable modes of transport. The proposals do rely upon joint use with other transport modes, particularly the rail and bus services following the development of Gatwick Green. In addition, the increased usage of public transport infrastructure will enable the development of Gatwick Green to be supported and delivered.

Do you have any comments on the infrastructure and transport issues outlined in Chapter 5?

As stated above, the proposals for the transport system as a whole would be supported and delivered through the development of Gatwick Green. In addition, the increased usage of public transport infrastructure will enable the development of Gatwick Green to be supported and delivered.

Do you have any comments on the economic and business benefits outlined in Chapter 6?

We would welcome the opportunity to discuss the proposals with you. We strongly support the position that the infrastructure improvements needed will be the key to the success of the airport.

Do you have any comments on the infrastructure improvements needed for the airport to achieve its wider ambitions in the south east region and the local area as a world-class, internationally recognised business airport?

As stated above, the proposals for the transport system as a whole would be supported and delivered through the development of Gatwick Green. In addition, the increased usage of public transport infrastructure will enable the development of Gatwick Green to be supported and delivered.

Do you have any comments on the master plan general economic and business benefits at a local, sub-region and locality.

As stated above, the proposals for the transport system as a whole would be supported and delivered through the development of Gatwick Green. In addition, the increased usage of public transport infrastructure will enable the development of Gatwick Green to be supported and delivered.

Do you have any comments on the infrastructure improvements needed for the airport to leverage the future success and growth of major international companies.

We would welcome the opportunity to discuss the proposals with you. We strongly support the position that the infrastructure improvements needed will be the key to the success of the airport.

Do you have any comments on the surface access arrangements for Gatwick Airport?

We agree with your surface access proposals. The proposals currently include separate rail and road access improvements for the airport of part of the existing road system. The proposals are also based on maximising the use of sustainable modes of transport. The proposals do rely upon joint use with other transport modes, particularly the rail and bus services following the development of Gatwick Green. In addition, the increased usage of public transport infrastructure will enable the development of Gatwick Green to be supported and delivered.

Do you have any comments on the master plan and its economic and other benefits at a local, sub-region and locality.

As stated above, the proposals for the transport system as a whole would be supported and delivered through the development of Gatwick Green. In addition, the increased usage of public transport infrastructure will enable the development of Gatwick Green to be supported and delivered.

Do you have any comments on the environmental and planning principles outlined in Chapter 3?

We have no comments to make on this Chapter, other than to observe that the proposed general development of the airport in the near term would need to be in line with the master plan and the Fastway bus service.

Do you have any comments on the economic and business benefits outlined in Chapter 6?

We would welcome the opportunity to discuss the proposals with you. We strongly support the position that the infrastructure improvements needed will be the key to the success of the airport.

Do you have any comments on the infrastructure and transport issues outlined in Chapter 5?

As stated above, the proposals for the transport system as a whole would be supported and delivered through the development of Gatwick Green. In addition, the increased usage of public transport infrastructure will enable the development of Gatwick Green to be supported and delivered.

Do you have any comments on the infrastructure improvements needed for the airport to achieve its wider ambitions in the south east region and the local area as a world-class, internationally recognised business airport?

As stated above, the proposals for the transport system as a whole would be supported and delivered through the development of Gatwick Green. In addition, the increased usage of public transport infrastructure will enable the development of Gatwick Green to be supported and delivered.

Do you have any comments on the surface access arrangements outlined in Chapter 7 for support towards growth?

We agree with your surface access proposals. The proposals currently include separate rail and road access improvements for the airport of part of the existing road system. The proposals are also based on maximising the use of sustainable modes of transport. The proposals do rely upon joint use with other transport modes, particularly the rail and bus services following the development of Gatwick Green. In addition, the increased usage of public transport infrastructure will enable the development of Gatwick Green to be supported and delivered.
Commentary on the draft Gatwick Airport master plan

Do you have any comments on the draft Gatwick Airport master plan as described in chapter 6.3.4?

We have no comments on the latest developments of the Environmental Statement in paragraphs 10.3.4 and 10.3.7. We consider the current master plan to be a reasonable starting point for future developments.

Do you have any policy concerns on the subject of the airport facilities?

The latest developments of the Environmental Statement in paragraphs 10.3.4 and 10.3.7. We consider the current master plan to be a reasonable starting point for future developments.

Do you have any other comments on what we are proposing now?

The latest developments of the Environmental Statement in paragraphs 10.3.4 and 10.3.7. We consider the current master plan to be a reasonable starting point for future developments.
Gatwick Green development proposals

The vision
We intend to create a world class business location for knowledge, innovation and enterprise that will drive positive transformational change in the sub-regional economy.

This proposition is fully aligned with the growth and prosperity agendas of national government, local authorities and business groups.

Most importantly, Gatwick Green can help deliver Gatwick Airport's objectives, especially the crucial development of its long-haul business without compromising viability to deliver expansion of its core leisure business.

Comprising 110 hectares, Gatwick Green eventually will provide 280,000 sq m of floor space and circa 10,000 high skill, high value jobs over about 20 years.

Because of Crawley’s Local Plan timetable, construction of Phase 1, which will create about 2,500–3,000 jobs, cannot begin before 2015 at the earliest.

Some leading examples in the UK and Europe

A knowledge and innovation campus can be built which will attract and nurture in situ highly skilled occupations dedicated to high value-added activities and which can be a leading example of SMART growth in the UK.

GHK International, Economic Consultants, 2009

Gatwick Green is an opportunity for the locality, the region and the nation.

A knowledge and innovation campus can be built which will attract and nurture in situ highly skilled occupations dedicated to high value-added activities and which can be a leading example of SMART growth in the UK.
Gatwick Green
development proposals
(indicative illustrations)

Development phasing
The plan opposite indicates the potential for rapid development with the ability to accommodate increased traffic via major highway connections.

Future phases also indicate the potential for rail and transport hubs to be developed. 

The public safety zone indicated does not preclude development, but does control the number of people that can be on site for design of feasible options. 

These indicative illustrations are based on a traffic management and transport strategy to accommodate the potential for rapid transport links to adjacent development sites and airport. 

Future phases also indicate the potential for transport hubs to be developed. 

The plan opposite indicates the potential development with the ability to accommodate increased traffic via major highway connections.

Future phases also indicate the potential for rail and transport hubs to be developed. 

The public safety zone indicated does not preclude development, but does control the number of people that can be on site for design of feasible options. 

These indicative illustrations are based on a traffic management and transport strategy to accommodate the potential for rapid transport links to adjacent development sites and airport.
Phase One master plan

The indicative masterplan above a variety of uses which can be accommodated on the site.

The focus is on high quality, prestigious business HQ buildings for international companies, innovation and education facilities, conference and exhibition centre and a health and wellbeing complex.

Gatwick Green development proposals (indicative illustrations)
Aerial view looking east

Looking east towards the M23 the proposed buildings are set out in a north south orientation to take advantage of environmental factors.

The primary access point to the development is the bridge shown in the foreground which travels over the Balcombe Road.

The buildings are positioned in a green parkland setting which will link to future phases of development.
Aerial view looking north west

The proposed development lies between the airport, to the left, and the M23 to the right.

The buildings, with a maximum of three floors, are outside of the existing safety zone.

The bridge over the Balcombe Road, on the left, gives access to the airport and the motorway junction beyond.

Each building has adjacent grade parking, including car parks designed and landscaped to enhance the overall landscaping to ensure a parkland environment is maintained.
Aerial view looking south west

With the M23 junction in the foreground, the site provides a views towards the airport junction 9A.

The master plan layout gives glimpses between the buildings into the parkland whilst giving the potential to emphasise individual building entrances from the motorway.
Rationale

As a highly sustainable, multi-modal transport nexus, Gatwick is the ideal location for a business and innovation campus. The map (right) highlights the opportunity: there is no comparable, modern large-scale science park closer than Heathrow, Guildford or Kent. The sub region therefore lacks a high quality strategic business hub to attract and retain major international companies.

Deloitte LLP carried out an economic needs assessment for the Consortium, which has indicated there would be considerable demand from the European market for the type of development proposed.

Benefits for Gatwick Airport

Gatwick Green will help support the growth and development of Gatwick Airport to its full potential and international best practice.

The airport master plan forecasts that 90% of the planned growth in passenger numbers up to 2020 will come from increased long-haul passenger services (paragraph 4.2.30). For this to be achieved, we suggest it will be vital to establish the Gatwick Diamond as a credible international business destination in its own right.

There is ample scope to site airport related transport interchange and parking facilities on that part of our landholding that lies within the PSZ. Moreover, there are significant potential advantages to working together on matters such as renewable energy, sustainable drainage, waste management and recycling.

Modern Business & Science Parks in the South East

1. Ancells Business Park, Fleet
2. Arlington Business Park, Reading
4. Bedfont Lakes, Heathrow
5. Chilworth Science Park, Southampton
6. Cambridge Science Park, Cambridge
7. Chineham Business Park, Basingstoke
8. Crossways Business Park, Dartford
10. Fairloch Business Park, Pitmedden
11. Fairloch Business Park, Pitmedden
12. Global Park, Welwyn
13. Global Park, Welwyn
14. Green Park, Reading
15. Kite Science Park, Cambridge
16. Kings Hill Business Park, Kent
17. Lakeside, Portsmouth
18. Lakeside, Portsmouth
19. Maidenhead Office Park, Maidenhead
20. Winnersh Triangle, Reading

Modern Business & Science Parks in the South East

A business corridor

The will not compete directly with Manor Royal, as the estate’s own master plan makes clear. Manor Royal is geared towards manufacturing and warehousing, Gatwick Green towards head office functions and R&D. Indeed, the two would complement each other.

The airport master plan forecasts that 90% of the planned growth in passenger numbers up to 2020 will come from increased long-haul passenger services (paragraph 4.2.30). For this to be achieved, we suggest it will be vital to establish the Gatwick Diamond as a credible international business destination in its own right.

Gatwick Green will help support the growth and development of Gatwick Airport to its full potential and international best practice.

The airport master plan forecasts that 90% of the planned growth in passenger numbers up to 2020 will come from increased long-haul passenger services (paragraph 4.2.30). For this to be achieved, we suggest it will be vital to establish the Gatwick Diamond as a credible international business destination in its own right.

There is ample scope to site airport related transport interchange and parking facilities on that part of our landholding that lies within the PSZ. Moreover, there are significant potential advantages to working together on matters such as renewable energy, sustainable drainage, waste management and recycling.

Modern Business & Science Parks in the South East

1. Ancells Business Park, Fleet
2. Arlington Business Park, Reading
4. Bedfont Lakes, Heathrow
5. Chilworth Science Park, Southampton
6. Cambridge Science Park, Cambridge
7. Chineham Business Park, Basingstoke
8. Crossways Business Park, Dartford
10. Fairloch Business Park, Pitmedden
11. Fairloch Business Park, Pitmedden
12. Global Park, Welwyn
13. Global Park, Welwyn
14. Green Park, Reading
15. Kite Science Park, Cambridge
16. Kings Hill Business Park, Kent
17. Lakeside, Portsmouth
18. Lakeside, Portsmouth
19. Maidenhead Office Park, Maidenhead
20. Winnersh Triangle, Reading

Modern Business & Science Parks in the South East

A business corridor

The will not compete directly with Manor Royal, as the estate’s own master plan makes clear. Manor Royal is geared towards manufacturing and warehousing, Gatwick Green towards head office functions and R&D. Indeed, the two would complement each other.
Economic benefits for the wider community

Our proposal meets local, sub-regional and national economic policy objectives for growth and prosperity. A high quality development at this location could be a game changer - it has the potential to become a “brand city”.

Major international companies are increasingly selective in choosing where to locate new development in line with how they wish to protect their brand investment. This includes evidence suggesting that major companies will co-locate alongside other high-quality companies as at, for example, Stockley Park near Heathrow, where occupiers include: Apple, BP, Canon, GlaxoSmithKline, Marks & Spencer and Sharp.

The need for upskilling

Crawley has the lowest proportion of skilled workers in the sub-region (31%) and average earnings are significantly below the South East average. Gatwick Green offers an opportunity to rebalance the local economy through upskilling and co-locating high-quality business space alongside a new business orientated multiversity facility with a strong international element.

We have signed an education and regeneration protocol with Central Sussex College and the University of Brighton, making them lead education partners in the project. This will ensure that research, education and training are embedded from the outset.

The average earnings of those residing in Crawley are significantly lower than the South East average. If achieved, higher rates of productivity growth would raise the earnings and prosperity of local residents (which are particularly low relative to other areas of the South East) and workers residing in surrounding areas alike.

The net economic effects of the development (Phase 1) in Crawley Borough could be between 2,200 and 2,900 additional jobs in total and a further £155 million to £202 million in economic output per annum.
Alignment of the Gatwick Green proposal with the Gatwick Airport master plan

Whilst the draft Gatwick Airport master plan was largely focused on the airport itself and its economic impact, there are a number of key ways in which the goals of the master plan align with the expected outputs of the Gatwick Green proposal.

The master plan does not fully recognise the potential of creating high quality spaces and places that could support the development of the area around the airport, and the Gatwick Diamond Initiative (GDI) has sought to address this issue. A number of local authorities have expressed support for Gatwick Green, and the Gatwick Green Stakeholder Group is committed to working closely with the airport and its partners to ensure that the Gatwick Green proposal aligns with the master plan.

There is complete alignment between the transport goals of both, at regional (gating staff to the airport/development) and a wider regional and national level (generating growth through policy links to Gatwick, RIS, and internationally).

The latest iterations of the GDI Business Plan both mention a commitment to aligning the Gatwick Green proposal with the master plan. However, the master plan does not explicitly state how this alignment will be achieved, and it is not clear how the two plans will be integrated.

The Gatwick Diamond Initiative is the body that has considered the economic requirements of Gatwick Airport, Manor Royal and Town Centre North. The Gatwick Green proposal is closely aligned with the master plan and the Gatwick Diamond Initiative.

The key considerations in determining the alignment of the Gatwick Green proposal with the master plan are:

1. **Economic Objectives**: The master plan and the Gatwick Green proposal both aim to create a strong economic base in the area around the airport. The master plan identifies the need for high-quality employment opportunities, while the Gatwick Green proposal aims to create an innovation space on the doorstep of the airport.

2. **Business Location**: The master plan and the Gatwick Green proposal both aim to create a business location that is strategically positioned to support the airport.

3. **Business Needs**: The master plan and the Gatwick Green proposal both aim to support the needs of businesses in the area.

4. **Gatwick Green Growth Agenda**: The master plan and the Gatwick Green proposal both aim to support the growth agenda of Gatwick Airport.

5. **Innovation Space**: The master plan and the Gatwick Green proposal both aim to create an innovation space on the doorstep of the airport.

Therefore, there are no specific mentions of Gatwick Green in the master plan, but there is a clear alignment between the two plans and the overall economic objectives of the area.

The local planning authorities (LPAs) whose核心 consideration is understandably focused on protecting the existing safeguarded land for airport expansion. However, the majority of LPAs have been consulted on the master plan and the Gatwick Green proposal, and they have expressed support for the alignment of the two plans.

Most of the local authorities acknowledge the economic strategies and policies that have been put in place to support the economic growth of the area. The latest iteration of the GDI Business Plan makes a sombre assessment of the current economic situation and the challenges facing the local economy and the sub-region. It also recognises the need to keep economic/entrepreneurial needs of the sub-region in mind when reviewing all proposed changes to the Core Strategy (Core Strategy Outstanding Issues Consultation, September 2011) which recognises the economic role of the area and highlights the need to work with adjoining authorities to maximise the airport's economic impact.

The council recently consulted on changes to the Core Strategy (Core Strategy Outstanding Issues Consultation, September 2011) which recognises the economic role of the area and highlights the need to work with adjoining authorities to maximise the airport's economic impact. Therefore, there is no specific mention of the Gatwick Green proposal in the master plan, but there is a clear alignment between the two plans and the overall economic objectives of the area.

Within the Gatwick Diamond, and deliver the vision of the area as an internationally recognised business location.

The council recently consulted on changes to the Core Strategy which recognises the need to work with adjoining authorities to maximise the airport's economic impact. Therefore, there is no specific mention of the scheme in the master plan, but there is a clear alignment between the two plans and the overall economic objectives of the area.

Therefore, there is a clear alignment between the master plan and the Gatwick Green proposal, and there is a clear understanding of the economic objectives of the area.
Alignment of the Gatwick Green proposal with the Gatwick Airport master plan

Gatwick Airport master plan

Chapter 1: Regulatory and Legislative Context

Section 7.2: Rail

Surface Access

This chapter assesses the impacts of the proposals on the rail network and the implications of the master plan's proposals for rail in and around Gatwick. It examines the measures necessary to ensure that the rail network can cope with the increased demand in passenger and freight traffic at Gatwick.

Further information

The Gatwick Green proposal for the delivery of additional rail capacity at Victoria Station and the introduction of an additional Victoria spur is key to ensuring that the rail network can cope with the increased demand at Gatwick. The proposed measures need to be in place to support the development of Gatwick Green and to ensure that the rail network can accommodate the increased demand in passenger traffic.

Further information

Gatwick Airport limited West Sussex County Council and Crawley Borough Council agree to the master plan proposals for the delivery of additional rail capacity and the introduction of an additional Victoria spur to support the development of Gatwick Green.

Gatwick Airport master plan

Chapter 2: Executive Summary

Section 1.2: Gatwick Airport

The Gatwick Green proposal is a key component of the Gatwick Airport master plan. The proposal aims to deliver a sustainable business campus that is easily accessible by rail and road, with good local links to the rail network and also to ensure that the economic benefits of Gatwick Green are accessible locally.

Further information

Gatwick Green needs good local links with local trains, buses and the airport to ensure that it can be a world-class business location. Gatwick Green will also benefit from improved connectivity with Crossrail and Heathrow Airport.

Further information

The master plan also notes that "By 2016 the Gatwick Diamond will be a world-class, internationally recognised business location achieving sustainable prosperity." The government is to review its role in supporting the airport's development and to ensure that the economic benefits are realised.

Further information

We believe this opportunity should be explored further once the final HS2 route has been confirmed. Again, Gatwick Green will also benefit from improved connectivity with Crossrail and Heathrow Airport.

Further information

Further information

Gatwick Green is runway neutral and can complement either a one runway, two terminal configuration or a two runway, four terminal configuration. The airport reaches a throughput of 38mppa (whichever is the sooner).

Further information

Further information

Further information

Gatwick Airport master plan

Chapter 3: Regulatory and Legislative Context

Section 3.2: Local Strategic Planning

Alignment of the Gatwick Green proposal

The alignment of the Gatwick Green proposal with the Gatwick Airport master plan is discussed in this section. The proposal aims to ensure that the airport's capacity is increased to meet the demand for additional business space necessary to attract major international businesses.

Further information

The Section 106 agreement requires the parties to review the terms of the agreement at least, proposing, in the timeframe of the agreement no later than 31st December 2013 or when the airport reaches a throughput of 38mppa (whichever is the sooner). The agreement is the desire to see the airport continue to grow to 40mppa, while balancing the need for increased capacity with the need to protect the environment.

Further information

The agreement in 2008. The agreement outlines how the parties will work together to ensure that the airport continues to grow and that the economic benefits are realised.

Further information

This statement aligns very closely with the needs of the area. We want to see the retention of a non-stop service to London from Gatwick, utilisation of existing line capacity, to introduce intermediate stops on certain Gatwick Express services and recent proposals by Network Rail, as part of the Sussex rail utilisation strategy, to introduce intermediate stops on additional services.

Further information

Further information

The airport obviously needs them for the inward and outward journey needs of passengers. Both also create a pattern of development and growth of the airport to generate even greater sustainable prosperity.

Further information

Further information

Further information

The alignment of the Gatwick Green proposal with the Gatwick Airport master plan is very clear articulation of how the business intends to develop the area as a world-class place to live, work and do business. A key objective of the Gatwick Diamond region is a world-class place to live, work and do business. The strategy and plans outlined in the master plan are intended to demonstrate a world-class business campus commonly known as Gatwick Green. Under its new ownership, Gatwick has already made great strides in achieving this strategy and has set up to drive programmes to ensure the success of the area.

Further information

Gatwick Airport Limited, West Sussex County Council and Crawley Borough Council signed a new legal agreement in 2008. The agreement outlines how the parties will work together to ensure that the airport continues to grow and that the economic benefits are realised.

Further information

Further information

Further information

Page 36

Page 37
The master plan assesses the impact on the road network of the Gatwick Airport master plan. It is key to note that the master plan recognises that the airport's development will have implications for the local road network, particularly in the west of the Gatwick Green site.

Gatwick Groen may assist in the improvement of some of these junctions, where its traffic is affecting local streets. The master plan suggests that Junction 9 of the M23 would not require any further improvements and the junction is expected to remain as it is. Gatwick Groen offers the potential for immediate improvements to the Fastway services, and the employment opportunities offered by the airport.

At section 7.4 of the master plan, the value of the Fastway guided bus services is recognised. This section states, "The master plan recognises the value of the Fastway guided bus services as being central to its staff public transport offer, ensuring local workers are able to access the airport.

Further Action/Notes
Gatwick Groen will assure its part in supporting these services and increasing access opportunities offered by the airport. Gatwick Groen aligns with the growth prospect by offering the necessary social and economic opportunities for the region. For Gatwick to maximise the opportunities that arise from that increased access, it is necessary to maximise the opportunities that arise from that increased access.

The document goes on to say that, "The plan has an important role to facilitating innovation, global trade and competitiveness", (7.4.1). However, the master plan also acknowledges that the region sees the airport as an important player in stimulating tourism, global trade and London's competitiveness. The document goes on to say that, "The plan has an important role to facilitating innovation, global trade and competitiveness", (7.4.1). However, the master plan also acknowledges that the region sees the airport as an important player in stimulating tourism, global trade and London's competitiveness. The document goes on to say that, "The plan has an important role to facilitating innovation, global trade and competitiveness", (7.4.1). However, the master plan also acknowledges that the region sees the airport as an important player in stimulating tourism, global trade and London's competitiveness. The document goes on to say that, "The plan has an important role to facilitating innovation, global trade and competitiveness", (7.4.1). However, the master plan also acknowledges that the region sees the airport as an important player in stimulating tourism, global trade and London's competitiveness. The document goes on to say that, "The plan has an important role to facilitating innovation, global trade and competitiveness", (7.4.1). However, the master plan also acknowledges that the region sees the airport as an important player in stimulating tourism, global trade and London's competitiveness. The document goes on to say that, "The plan has an important role to facilitating innovation, global trade and competitiveness", (7.4.1). However, the master plan also acknowledges that the region sees the airport as an important player in stimulating tourism, global trade and London's competitiveness. The document goes on to say that, "The plan has an important role to facilitating innovation, global trade and competitiveness", (7.4.1). However, the master plan also acknowledges that the region sees the airport as an important player in stimulating tourism, global trade and London's competitiveness.

The master plan acknowledges that Gatwick Groen's proposed Fastway improvements and possible new routes might also benefit the airport. Gatwick Green offers the potential for immediate improvements to the Fastway services, and the employment opportunities offered by the airport. The document goes on to say that, "The plan has an important role to facilitating innovation, global trade and competitiveness", (7.4.1). However, the master plan also acknowledges that the region sees the airport as an important player in stimulating tourism, global trade and London's competitiveness. The document goes on to say that, "The plan has an important role to facilitating innovation, global trade and competitiveness", (7.4.1). However, the master plan also acknowledges that the region sees the airport as an important player in stimulating tourism, global trade and London's competitiveness.

The master plan acknowledges that Gatwick Groen's proposed Fastway improvements and possible new routes might also benefit the airport. Gatwick Green offers the potential for immediate improvements to the Fastway services, and the employment opportunities offered by the airport. The document goes on to say that, "The plan has an important role to facilitating innovation, global trade and competitiveness", (7.4.1). However, the master plan also acknowledges that the region sees the airport as an important player in stimulating tourism, global trade and London's competitiveness.

The master plan acknowledges that Gatwick Groen's proposed Fastway improvements and possible new routes might also benefit the airport. Gatwick Green offers the potential for immediate improvements to the Fastway services, and the employment opportunities offered by the airport. The document goes on to say that, "The plan has an important role to facilitating innovation, global trade and competitiveness", (7.4.1). However, the master plan also acknowledges that the region sees the airport as an important player in stimulating tourism, global trade and London's competitiveness.

The master plan acknowledges that Gatwick Groen's proposed Fastway improvements and possible new routes might also benefit the airport. Gatwick Green offers the potential for immediate improvements to the Fastway services, and the employment opportunities offered by the airport. The document goes on to say that, "The plan has an important role to facilitating innovation, global trade and competitiveness", (7.4.1). However, the master plan also acknowledges that the region sees the airport as an important player in stimulating tourism, global trade and London's competitiveness.

The master plan acknowledges that Gatwick Groen's proposed Fastway improvements and possible new routes might also benefit the airport. Gatwick Green offers the potential for immediate improvements to the Fastway services, and the employment opportunities offered by the airport. The document goes on to say that, "The plan has an important role to facilitating innovation, global trade and competitiveness", (7.4.1). However, the master plan also acknowledges that the region sees the airport as an important player in stimulating tourism, global trade and London's competitiveness.

The master plan acknowledges that Gatwick Groen's proposed Fastway improvements and possible new routes might also benefit the airport. Gatwick Green offers the potential for immediate improvements to the Fastway services, and the employment opportunities offered by the airport. The document goes on to say that, "The plan has an important role to facilitating innovation, global trade and competitiveness", (7.4.1). However, the master plan also acknowledges that the region sees the airport as an important player in stimulating tourism, global trade and London's competitiveness.

The master plan acknowledges that Gatwick Groen's proposed Fastway improvements and possible new routes might also benefit the airport. Gatwick Green offers the potential for immediate improvements to the Fastway services, and the employment opportunities offered by the airport. The document goes on to say that, "The plan has an important role to facilitating innovation, global trade and competitiveness", (7.4.1). However, the master plan also acknowledges that the region sees the airport as an important player in stimulating tourism, global trade and London's competitiveness.

The master plan acknowledges that Gatwick Groen's proposed Fastway improvements and possible new routes might also benefit the airport. Gatwick Green offers the potential for immediate improvements to the Fastway services, and the employment opportunities offered by the airport. The document goes on to say that, "The plan has an important role to facilitating innovation, global trade and competitiveness", (7.4.1). However, the master plan also acknowledges that the region sees the airport as an important player in stimulating tourism, global trade and London's competitiveness.

The master plan acknowledges that Gatwick Groen's proposed Fastway improvements and possible new routes might also benefit the airport. Gatwick Green offers the potential for immediate improvements to the Fastway services, and the employment opportunities offered by the airport. The document goes on to say that, "The plan has an important role to facilitating innovation, global trade and competitiveness", (7.4.1). However, the master plan also acknowledges that the region sees the airport as an important player in stimulating tourism, global trade and London's competitiveness.

The master plan acknowledges that Gatwick Groen's proposed Fastway improvements and possible new routes might also benefit the airport. Gatwick Green offers the potential for immediate improvements to the Fastway services, and the employment opportunities offered by the airport. The document goes on to say that, "The plan has an important role to facilitating innovation, global trade and competitiveness", (7.4.1). However, the master plan also acknowledges that the region sees the airport as an important player in stimulating tourism, global trade and London's competitiveness.
This chapter envisages two scenarios of how the airport might look in 2030, one based on the airport continuing as a one runway, two terminal facility, the other based on the assumption that a second wide-spaced runway is added and with it a third terminal and considerable other ancillary space. The former sees the airport boundaries and the overall pattern of land use staying much the same, but there will be greater pressure on working those existing facilities to get maximum passenger numbers through. The maximum considered possible in that arrangement is 45mppa.

The master plan explains that there is a need to consider a second runway option, but it accepts that the present plans are for Gatwick to adhere to the previous legal agreement and that there are no current plans for a second runway. Reducing the amount of presently safeguarded land for development ancillary to a new runway, or recognising that the business, education and innovation space offer of Gatwick Green is itself classed as ancillary to the airport, could unlock a significant range of beneficial opportunities for Gatwick Green and the airport.

Further Actions/Issues
Gatwick Green is runway neutral, but would seek to minimise the land to be safeguarded for a future runway. The Gatwick Green development concept requires close links with the airport and the proposed uses will complement the airport’s future growth. An expanded airport and Gatwick Green would have a symbiotic relationship.

Section 8.2.4 forecasts future employment generated by an airport operating at 40mppa. It sets out four categories of employment:

- **Direct on-airport** – people employed by companies within the airport boundary who receive wages and salaries;
- **Direct off-airport** – as above, but for employees who work outside the airport boundary. This includes certain hotels, car parks and freight companies;
- **Indirect employment** – in local firms supplying goods and services to the airport;
- **Induced employment** – supported by people employed directly and indirectly who would spend part of their income in the local area for non-employment purposes. None of these categories consider employment generated in non-airport enterprises who are not directly linked to the functioning of the airport, but who could well be attracted to the area because of the business, education and innovation benefits associated with a new runway.

This means not only firms supplying goods and services that are related to the functioning of the airport, but also demand-side firms who could benefit from being able to take advantage of the opportunities that co-location close to the airport offer.

Further Actions/Issues
Future scenarios in this master plan might benefit from factors generating additional jobs in the wider airport area, that a new airport might help to fuel. Further research should show the alignment in employment growth between the airport and Gatwick Green. Gatwick Green has projections to this effect and it will be useful to share them to show the alignment and complementarity in employment growth.

Section 8.3: ‘Other Economic Benefits’ makes no mention of the training opportunities offered through the Gatwick Skill Centre in association with Central Sussex College.

Both the airport and Gatwick Green could potentially work together to address skills issues in the local community, in support of the GVA gains that a new airport might generate. This would be consistent with the wider economic benefits that a future airport could bring, and strengthens the strategic case for the airport to support employment generated in firms located in an area near to the airport, which could lead to significant benefits for Gatwick Green and the airport.

Further Actions/Issues
Gatwick Green is in a strong position. But there would be more to be gained by taking advantage of this position.

The Gatwick Green development concept expects close links with the airport and themaster plan and consideration of the airport’s future is key to unlocking these benefits. An expanded airport and Gatwick Green would have a symbiotic relationship.
Alignment of other local economic strategies with the Gatwick Airport master plan and the Gatwick Green proposal

The Gatwick Green project is fully aligned with the need for sustainable growth, regeneration and prosperity. The analysis below evaluates how the Gatwick Green scheme aligns with regional economic policy objectives.

**Gatwick Green project**

The Gatwick Green project is fully aligned with the need for sustainable growth, regeneration and prosperity.

**Gatwick Diamond**

The Gatwick Diamond project is also fully aligned with the need for sustainable growth, regeneration and prosperity.

**Heathrow Airport**

The Heathrow Airport project is also fully aligned with the need for sustainable growth, regeneration and prosperity.

**Alignment of other local economic strategies**

The strategy identifies three broad themes in the Surrey Economic Partnership Strategy. It seeks to provide both higher education facilities and high-tech research business space. The strategy includes a SWOT analysis of the West Sussex economy, of which Gatwick Green proposals:

- **Strength**: Gatwick Green proposals:
  - Gatwick Airport provides a substantial economic stimulus to the area's economic development in the longer term.
  - Gatwick Green proposals:
  - The absence of a substantial higher education or research presence in the county is a weakness.

**Weaknesses**

- There are few specific measures in the strategy that directly relate to the proposed high-tech research business space.
- The analysis below evaluates how the Gatwick Green scheme aligns with regional economic policy objectives.
- The strategy includes a SWOT analysis of the West Sussex economy, of which Gatwick Green proposals:
  - The absence of a substantial higher education or research presence in the county is a weakness.

**Opportunities**

- The airport is a significant international gateway and constitutes a major economic asset.
- The airport is a significant international gateway and constitutes a major economic asset.

**Surrey Economic Partnership Strategy**

The Surrey Economic Partnership Strategy identifies 'A New Vision for North East West Sussex' as being one of the key action areas. However, in identifying 'A New Vision for North East West Sussex' as being one of the key action areas, the strategy does not appear to have come forward yet.

- The Surrey Economic Partnership Strategy identifies 'A New Vision for North East West Sussex' as being one of the key action areas. However, in identifying 'A New Vision for North East West Sussex' as being one of the key action areas, the strategy does not appear to have come forward yet.

**Strategic Options**

- The airport is a significant international gateway and constitutes a major economic asset.
- The airport is a significant international gateway and constitutes a major economic asset.

**Gateways**

- There are few specific measures in the strategy that directly relate to the proposed high-tech research business space.
- The analysis below evaluates how the Gatwick Green scheme aligns with regional economic policy objectives.
- The strategy includes a SWOT analysis of the West Sussex economy, of which Gatwick Green proposals:
  - The absence of a substantial higher education or research presence in the county is a weakness.

**Swot Analysis**

- The airport is a significant international gateway and constitutes a major economic asset.
- The airport is a significant international gateway and constitutes a major economic asset.

**Surrey Economic Partnership Strategy**

The Surrey Economic Partnership Strategy identifies 'A New Vision for North East West Sussex' as being one of the key action areas. However, in identifying 'A New Vision for North East West Sussex' as being one of the key action areas, the strategy does not appear to have come forward yet.

- The Surrey Economic Partnership Strategy identifies 'A New Vision for North East West Sussex' as being one of the key action areas. However, in identifying 'A New Vision for North East West Sussex' as being one of the key action areas, the strategy does not appear to have come forward yet.

**Strategic Options**

- The airport is a significant international gateway and constitutes a major economic asset.
- The airport is a significant international gateway and constitutes a major economic asset.

**Gateways**

- There are few specific measures in the strategy that directly relate to the proposed high-tech research business space.
- The analysis below evaluates how the Gatwick Green scheme aligns with regional economic policy objectives.
- The strategy includes a SWOT analysis of the West Sussex economy, of which Gatwick Green proposals:
  - The absence of a substantial higher education or research presence in the county is a weakness.

**Swot Analysis**

- The airport is a significant international gateway and constitutes a major economic asset.
- The airport is a significant international gateway and constitutes a major economic asset.
Alignment of other local economic strategies with the Gatwick Airport master plan and the Gatwick Green proposal

The Local Economy Action Group (LEAG) is a local council strategic group of public and private partners that provides strategic advice and direction in order to improve the economic performance of the area. The LEAG was formed shortly after the publication of the Coast to Capital Strategic Plan. This document is one of the more up to date local economy strategy documents. It aims to develop an economy that is trade-led with a business community that is outward looking, investment focused and driven by competition.

The LEP wants to see more investment to improve the economic performance of the area, particularly on the Gatwick Airport property. The LEP also states in relation to transport that it will work collaboratively in developing the education and training potential of the Gatwick Green project and the airport strategies with the Gatwick Airport master plan. The Gatwick Green Education and Regeneration Protocol, an agreement signed between UKTI and Gatwick Borough Council, is an example of a memorandum of understanding with UKTI. The LEP also states in relation to transport that it will work collaboratively in developing the education and training potential of the Gatwick Green project and the airport strategies with the Gatwick Airport master plan. The Gatwick Green Education and Regeneration Protocol, an agreement signed between UKTI and Gatwick Borough Council, is an example of a memorandum of understanding with UKTI.

The Coast to Capital has two key priorities: international trade – the proposal is to create a Coast to Capital Local Enterprise Partnership (C2C LEP) with Gatwick Airport as one of its main economic drivers. The C2C LEP aims to develop an economy that is trade-led with a business community that is outward looking, investment focused and driven by competition. The LEP wants to see more investment to improve the economic performance of the area, particularly on the Gatwick Airport property. The LEP also states in relation to transport that it will work collaboratively in developing the education and training potential of the Gatwick Green project and the airport strategies with the Gatwick Airport master plan. The Gatwick Green Education and Regeneration Protocol, an agreement signed between UKTI and Gatwick Borough Council, is an example of a memorandum of understanding with UKTI.

The Coast to Capital has two key priorities: international trade – the proposal is to create a Coast to Capital Local Enterprise Partnership (C2C LEP) with Gatwick Airport as one of its main economic drivers. The C2C LEP aims to develop an economy that is trade-led with a business community that is outward looking, investment focused and driven by competition. The LEP wants to see more investment to improve the economic performance of the area, particularly on the Gatwick Airport property. The LEP also states in relation to transport that it will work collaboratively in developing the education and training potential of the Gatwick Green project and the airport strategies with the Gatwick Airport master plan. The Gatwick Green Education and Regeneration Protocol, an agreement signed between UKTI and Gatwick Borough Council, is an example of a memorandum of understanding with UKTI.

The Coast to Capital has two key priorities: international trade – the proposal is to create a Coast to Capital Local Enterprise Partnership (C2C LEP) with Gatwick Airport as one of its main economic drivers. The C2C LEP aims to develop an economy that is trade-led with a business community that is outward looking, investment focused and driven by competition. The LEP wants to see more investment to improve the economic performance of the area, particularly on the Gatwick Airport property. The LEP also states in relation to transport that it will work collaboratively in developing the education and training potential of the Gatwick Green project and the airport strategies with the Gatwick Airport master plan. The Gatwick Green Education and Regeneration Protocol, an agreement signed between UKTI and Gatwick Borough Council, is an example of a memorandum of understanding with UKTI.
Having been refused in a bid to set up an EZ in 

experiments have suffered from.

as Local Development Orders (LDOs). Investment 

status as it would create the right physical and fiscal 

Gatwick Green is an excellent candidate for EZLV 

of Gatwick Green to the airport and beyond, rather 

that their work on skills and further and higher education (Inspire); 

the skills and business needs of the wider sub-region 

and land availability.

key aspirations for the Coast to Capital area is for it to 

"One of the …

The Connect initiative is probably most closely linked 

The 2009 Business Plan covered the first part 

another on new planning policy documents 

"very early stage.

the Gatwick area, particularly through rail improvements.

the Gatwick Diamond Initiative (GDI) 

set three strategic initiatives, each 

recognised business location achieving sustainable 

Diamond will be a world class, internationally 

Gatwick Airport has a key role in the Gatwick Diamond 

sub-region from good to excellent.”

"to take the economic performance of the 

Set up in 2003, The Gatwick Diamond Initiative (GDI) 

• Gatwick Green is specifically mentioned 

• Gatwick Green is a very early stage.

the Gatwick green: Business Plans 

Set up in 2009, The Gatwick Diamond Initiative (GDI) 

One of the main priorities of the Coast to Capital 

how Coast to Capital might support the creation of 

Gatwick Green to the airport, and also a separate entity 

Having been refused in a bid to set up an EZ in 

strategies for more flexible Enterprise Zone 

Having been refused in a bid to set up an EZ in 

and funding tools, such as Tax Incremental Financing 

experts so it can better 

As such they do not appear to be running a process 

it: One about working with BAA Gatwick (owners at 

to Gatwick airport, as it has two main strands within 

The Connect initiative is probably most closely linked 

to discuss the GDI proposals, including those of Gatwick Green, but also to tackle 

proposals that maintains or grows Gatwick’s economic 

which the airport remains in its existing configuration.

high value added activities to 

sale of the airport was later than expected and the 

of the airport by 2010/2011, though in the end the 

so it identified the need to engage early with the 

the Gatwick airport in the future. This was supposed to be settled by 

Change the governance of the Department for Environment, 

proposals that maintains or grows Gatwick’s economic 

proposals that maintains or grows Gatwick’s economic 

• Gatwick Green is specifically mentioned 

in terms of trading overseas”

entrepreneurship is low and businesses are 

• Eaton Hunslet is specifically mentioned 

• Gatwick Green is specifically mentioned 

the Gatwick Diamond Initiative (GDI) 

The Connect initiative is probably most closely linked 

• Gatwick Green is specifically mentioned 

the Gatwick Diamond Initiative (GDI) 

the requirements to co-operate in the Localism Act.

the Gatwick Diamond Initiative (GDI) and the 

set three strategic initiatives, each 

recognised business location achieving sustainable 

Diamond will be a world class, internationally 

Gatwick Airport has a key role in the Gatwick Diamond 

sub-region from good to excellent.”

"to take the economic performance of the 

Set up in 2003, The Gatwick Diamond Initiative (GDI) 

the Gatwick Diamond Initiative (GDI)

the Gatwick Diamond Initiative (GDI) and the 

set three strategic initiatives, each 

recognised business location achieving sustainable 

Diamond will be a world class, internationally 

Gatwick Airport has a key role in the Gatwick Diamond 

sub-region from good to excellent.”

"to take the economic performance of the 

Set up in 2003, The Gatwick Diamond Initiative (GDI) 

the Gatwick Diamond Initiative (GDI)

the Gatwick Diamond Initiative (GDI) and the 

set three strategic initiatives, each 

recognised business location achieving sustainable 

Diamond will be a world class, internationally 

Gatwick Airport has a key role in the Gatwick Diamond 

sub-region from good to excellent.”

"to take the economic performance of the 

Set up in 2003, The Gatwick Diamond Initiative (GDI) 

the Gatwick Diamond Initiative (GDI)
Strategy Name: Gatwick Diamond Local Strategic Statement (Draft)
Prepared By: Gatwick Diamond Initiative

The GDI has also responded to the Localism Act by preparing a draft ‘Local Strategic Statement.’ This document provides an opportunity to design a more coherent and co-ordinated framework of local strategies and targets at a strategic level. It is not a tool for imposing yet another detailed decision on the location or scale of new development.

Rather it builds on an understanding of local needs and aspirations, identifying cross-boundary constraints in their decision making on planning and economic issues and supporting cross-boundary and local development frameworks.

There is no direct reference to Gatwick Green, but the document does recognise that the Gatwick Diamond lacks the modern, flagship science or technology parks of the type which have been developed in some other parts of the country and which are seen as particularly attractive to national and international investors.

A new science or technology park is accepted working in a suitable additional area or transport route generally, provided it is genuinely complementary and does not detract from existing or underdeveloped areas.

Also, its implications with respect to the demand for labour and housing would need to be understood and catered for.

No specific economic strategy document identified, but also refers back to the Gatwick Diamond Initiative.

Prepared By: Horsham District Council

Alignment of other local economic strategies with the Gatwick Airport master plan and the Gatwick Green proposal
Contact information
The Gatwick Green Consortium
Response to draft Gatwick Master Plan consultation